

## THE SUBURBAN CITIZEN.

WASHINGTON, D. C.

A Journal devoted to the interests of the Residents of the Suburbs of Washington.

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THE CONTRIBUTORS are Business Men, Business Women, Scientists, Plain People, Travelers, Poets, etc., etc. In other words, people familiar with what they write, who tell their stories in a way that will interest our suburban friends.

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The entire Georgia delegation in Congress has petitioned the President to commute the sentence of Benj. H. Snell to life imprisonment. Murderers must be at a premium in Georgia.

### A MEMORABLE SPEECH.

The graduating exercises of Woods' Commercial College at the new National Theater on the evening of May 31, 1900, were, in many respects, the most interesting of any ever held in the history of the college. Mr. Terence V. Powderly, Commissioner General of Immigration, made the principal address, but a short address was made by Dr. H. M. Rowe, Ph. D., author of a treatise on International Business Practice, which was so memorable that an extract is reproduced for the benefit of our readers:

"I am deeply interested in commercial education. I attend the commencements of commercial schools very frequently—sometimes two or three times—if they will allow me to return after the first time. This is because I believe in the value of commercial education for the young people of our land. This class, which is to be graduated tonight is different in one vital particular from any other class that will be graduated from any other school in the city of Washington this year. This difference arises from the fact that while this class is similar to any other graduating class in that it has completed a prescribed course of study, and its members have been adjudged worthy of the honors of graduation and have secured the advantages of broadened minds and increased intellectual powers, it differs in that every member of it has received such a training as will enable him to earn his own living. These young people have not only been educated well, but they have been educated practically. While the course of study prescribed in a commercial school may not be considered as high scholastically as that of a literary college, university, or even a high school, yet it has been pursued with a definite purpose and for the accomplishment of definite results, and has given a preparation which has enabled every one of these young people to do some one thing and do it well and acceptably.

"Much of the education that is secured in more advanced courses of study is of such a general character and of such an impracticable nature that it is of little use in the daily avocations of its possessors. The commercial schools of this country are distinctly American institutions, originated to meet distinctly American conditions and to supply a want that was not supplied by any other class of schools. The fact that they have multiplied and flourished is a standing protest

against the inadequacy of our public school curriculum in that it fails to supply the kind of training that is most needed by the great mass of young people who must go out into the world and earn their own way and maintain their own place in society.

"Commercial education may not be the highest education, but it is the best education. The graduate of a commercial school may not compare with the graduate of a university, but I would rather be a moderately educated success than a highly educated failure. I would rather be the captain of a company that wins battles than the Napoleon of an army that meets Waterloo.

"I congratulate the city of Washington on having within its bounds so useful an institution as Woods' Commercial College. I congratulate the young people who are so fortunate as to be in attendance. I congratulate the graduates this evening, and trust that their future lives may be a continuous success. I appreciate keenly the responsibilities they will have to assume in taking up the work for which they have been specially prepared. I wish them all God speed in all their undertakings, and bid you all good-night."

The telephone has proved very successful in the West in places where different farmhouses are connected by wire, as it enables them to give each other timely warning of the approach of tramps. It is also useful in cases of fire and sickness. The possibilities of the telephone in rural districts are very great.

An interesting calculation has recently been made by an English statistician, in which he shows that when the electric light has entirely displaced gas, oil lamps, and candles in the United Kingdom there will be 40,000 less deaths annually, these illuminants being so much more unhealthy than electricity.

The unfortunate babies born in Great Britain and her colonies this past winter will have just cause to rail at fate. Tugela Smith and Bloemfontein Brown, Mafeking Jones and Lady-smith Robinson are names conferred upon recipients helpless to refuse. A similar epidemic raged in this country a year since, and Havana Irving, San Juan Evans and Santiago Nichols peered out among the countless multitudes of Deweys, Teddys and Fitzhugh Lees.

Few Americans who have not traveled abroad are aware how small a quantity of fruit is eaten in Great Britain and on the continent, as compared with the enormous supply consumed in this country. It is an old saying that an Englishman makes the eating of a peach almost a religious ceremony. London papers treat as prodigious the receipt of oranges from this continent; but it is insignificant as compared with the amount consumed in this country.

The time has been when a youth who purposed scientific pursuits had little to expect but toil and poverty. The prospect must have deterred many who would have endured anything for themselves, but who had others, dependents, to consider. To such men the application of science to every-day industry means much. In effect it has created innumerable new occupations that offer a living and a chance to learn. One who deserves success will ask no more—until he has earned it, states Youth's Companion.

Secretary Wilson proposes that the postman's wagon in the rural free delivery service, which is now rapidly extending, shall carry the daily weather forecast for the benefit of farmers. With universal rural free delivery, every householder may receive a daily visit from a representative of the United States Government. The suggestion is a reasonable one that the mail-carrier should attend to other Government matters, of which a distribution of the weather forecasts may be only the first upon an extending list.

A writer in the North American Review calls attention to the evils of excessive legislation. It appears that at their last annual sessions the legislatures of our forty-five States enacted more than fourteen thousand laws—good, bad or indifferent. Such industry might be said to speak volumes for the public spirit of the American people if we could wink out of sight the facts that many of the "acts" spring from an unwholesome desire to accomplish social reforms by short processes, and that many more of them represent individual or corporate contrivances to utilize the power of the State for the turning of private grindstones.

## THE BURYING BUSINESS.

AN EXCELLENT REAL ESTATE INVESTMENT IS THE MODERN CEMETERY.

A Revolution Railroads Are Helping to Bring About—Funerals Better Conducted Under the New System at One-third the Cost of the Old.

OUT in the far West they've a simple and sufficient way of starting a cemetery. They shoot a man. In the effect East they do the thing differently. There land is bought and improved by a company of capitalists and permanent residents are lured to the spot by much the same method used in disposing of suburban building sites. The modern cemetery is an excellent real estate investment, a benefit to the railroads, and profitable to the general public, living or dead. Many business men, recognizing it as a good thing, push it along; yet it is an amusing fact that most of the capitalists interested in the cemetery business still cling to time-honored tradition enough to feel themselves a trifle embarrassed by their situation.

"My reason took me into the business," said a well-known business man to a New York Sun reporter, "but I can't to save my life help feeling ashamed of it. A cemetery is such queer property."

Sentiment isn't commonly supposed to be the strong point of the average American, but when it comes to funerals, sentiment has interfered mightily with the famous American business spirit. The burying business in England and on the Continent of Europe is a commercial enterprise, in the hands of various corporations and subject to the usual laws of trade and competition. The Burial Company, Limited, under one name or the another, flourishes, prospers and cheerfully advertises in all conspicuous places. One can have a funeral of any grade at bottom prices, and no one seems to consider it his duty to a dead friend to pay for his funeral five times what it is worth. For once American sentiment has stood in the way of common sense and public convenience, but a change is making itself felt.

The railroads have revolutionized cemeteries. In old days, when even the ordinary roads were often impassable, it was necessary to locate the graveyards under the very shadow of the churches. With improved roads and vehicles came cemeteries separated from the churches, but still so near the towns that the growth of the town would necessarily wipe out the cemetery. Year by year cemeteries moved farther away from city limits, but never far enough. New York has at least a dozen burying grounds that when located were supposed to be beyond all chance of interference by the city's growth, but are now engulfed by it. Even the more modern cemeteries, that were considered absurdly far from town, are being elbowed and jostled, and roads are cut through them by unsentimental officials.

As long as the old-time funeral system was adhered to it was necessary to have the cemetery within driving distance. Hence the complications. Now, improved facilities for transportation have made it possible to dispense with the dreary line of carriages, and consequently to locate cemeteries beyond all chance of molestation. The advisability of locating cemeteries far from any possible city line has been recognized all through the country, and almost every large city has already made provision for such a city of the dead, or is planning it. Funeral cars are in readiness at the city railway stations, and railway companies make every arrangement for the convenience of funeral parties. A railroad man who is interested in the new cemetery and burial movement throughout the country talked about it to a Sun reporter the other day.

"It was an experience with an undertaker shark that first called my attention to the cemetery business," he said. "I was an executor for a wealthy man who died. The wife died a few days later. The two were buried together, and the family arranged the funeral after the usual fashion. A few days later the bill for funeral expenses was sent to me—\$1400—for the double funeral. I paid it, of course; but I did a lot of thinking about it, and began inquiring into the subject. The more I inquired the more disgusted with the system I was. I found that other business men felt as I did about it, and that there was a movement abroad to furnish something better. I went in for it, found it a fair business proposition and a public service.

"It is only a question of a few years until the revolution will be complete. You know how it was in the old days. A man died. His widow and immediate family were too much overcome by grief to haggle over funeral arrangements. Some one went to the nearest undertaker and put the thing into his hands. He would attend to everything, certainly, and he did. Everything was correctly done. At the proper hour the undertaker turned up with a long face and the required number of camp stools; managed the services, provided the carriages. Everything was according to rules laid down by custom, and the undertaker charged what he pleased. The bill was paid. It's a mean man that squabbles over a bill for funeral expenses. The whole programme was immeasurably dreary, and for the man with little money the bill added greatly to the horrors.

"Today things are better done. The undertaker is still employed, but he works with the cemetery people. The person who owns a lot in one of the new cemeteries notifies the cemetery authorities of the time for the funeral. A funeral car, with a com-

partment for the family and the rest of the car fitted for friends who wish to attend the funeral may be secured and run, by special engine, to the cemetery. Or the car may, at less expense, be attached to a regular train. An ordinary coach may be used as a private car by the party if more than eighteen persons wish to go, and, if even that is too expensive, the casket may be carried in the baggage car for a small sum and the friends may use the regular train service. To avoid all publicity, a special entrance has been arranged in the Grand Central station and in stations of other cities—notably Philadelphia, Boston and Baltimore, so that the funeral party may enter the car without in any way coming in contact with other travelers."

At the up-to-date cemetery the train is met by the officials who take charge of the funeral. A rich man may be buried in a ten-thousand-foot lot and a poor man in a fifty-foot lot, but there the distinction ends. The same style of hearse, the same uniformed bearers are provided for rich and poor. Every grave opened is lined with evergreen. The poor man only paying \$5 or \$10 for cemetery expenses has the same chairs, the same awning provided for the rich man. The use of the hearse, bearers, and one carriage is free. Altogether, by the new system, a respectable and even elaborate funeral is possible in a poor family, at a cost infinitely below that of the old time function.

The newest cemeteries in the large cities are being arranged with handsome chapels, costing all the way from \$50,000 to \$100,000, and the use of these chapels for services is free, so that the expense of hiring a city church is avoided. On the whole, dying, under present conditions, seems cheaper and more luxurious than living.

The next innovation will be the street-car funeral. Such an arrangement has already been seriously considered. Electric and cable lines run past the gates of almost all the cemeteries near the city, and will, in time, reach even the farthest. Funeral cars could be provided by the street car companies, and the funeral could be conducted with great expedition and very little expense.

The real estate profit on cemetery property has, in some cases, been enormous, and, of course, goes to the capitalists who have originally bought and improved the land. The cemetery corporation ordinarily does not include all, if any, of these men. That is, the men who are financing the speculation do not take out the charter or attend to the details of the management. When the lots are all sold their connection with the affair ends, and the cemetery is supported merely by the current income from burials. The probability is that, while now the private lots are cared for by the employees of the cemetery, their care will at some time in the future devolve upon their owners; but, just at the present, such burial inducements are offered that one feels himself guilty of neglecting a golden opportunity if he doesn't have himself and family buried at once. The earliest inhabitants of the cemeteries are generally secured by arrangements with undertakers, doctors and health officers. With that combination against him the man who escapes a lodging in the new cemetery must be of more than common strength of body and character. The undertaker who has been in the habit of charging high prices naturally objects to the new style of burial. It takes much of the detail out of his hands and cuts down his perquisites; but the honest undertaker realizes that all that legitimately belongs to his business is still in his hands; and, for a consideration, greater or less in accordance with his prominence, agrees to advise his patrons to buy a lot in the new cemetery, or at least to use its receiving tombs while deciding about a lot. The physician in attendance upon the bereaved family also sings the praises of the new cemetery. The mourner, willing to have responsibility lifted from his shoulders, agrees with the suggestions. Then the business of the cemetery official is to make the cemetery so attractive a resting place that the family will be satisfied with it, and the friends who attend the funeral will yearn for lots of their own in the place. There's a depressing lack of sentiment about the system, but, as the cemetery men say:

"We're giving more honor to the dead and more comfort to the living, and charging the latter only about a third of what they would have to pay under the old system, so nobody's being hurt except the poets."

**Etiquette Taught Automatically.**  
A facetious correspondent of a London newspaper suggests that manners might be taught advantageously by phonograph and the microscope. For example, wax cylinders might be sold, giving the true pronunciation of difficult words, the correct manner of address for various dignitaries; while microscope films might teach pictorially the latest handshake, the management of a refractory skirt on a rainy day and similar useful points of etiquette.

**A Marvelous Cow.**  
All our readers who have followed the question of music in the cow stall during milking-time will be interested by the following advertisement which reaches us from Cambridge:

**WANTED**—A steady, respectable young man to look after a garden and milk a cow who has a good voice and is accustomed to sing in the choir.—London Globe.

**A Use For Family Skeletons.**  
A St. Louis burglar became frightened at a skeleton in a doctor's house the other night and hastily fled before securing the rich booty he was after. As a safeguard in these burglarious days it might be well for all families to leave their closet doors open at night.—Denver (Col.) Post.

## A BUSINESS POINTER.

Several Washington merchants are afraid to invite the trade of suburban people for fear it might offend some of their city customers who don't consider it "the proper thing" to be seen in a store with country people. They want the cash of country people when the same can be secured without any outward sign of a desire to reach out for it. One of the largest hardware firms in the city recently refused to advertise in the columns of the Citizen and gave the following reason: "We're not out after suburban business for the reason that we consider the trade of the people of Virginia and Maryland not particularly desirable." Gustave Hartig, the hardware man of 509 and 511 H Street, N. E., is of a different opinion. He wants the trade of country people and he is getting it. When you deal with him you are dealing with a square business man and a friend. Dec. 10-41

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All Brands of Liquors and the Finest Cigars and Beer.  
Boats for hire for gunning or pleasure parties

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Spring is here, the output is increasing and contracts for the season should be made without delay. I can take on a few more first-class customers and will positively guarantee that those who take grains in the SUMMER will get their regular allowance during the WINTER months. Grains from the National Capitol Brewery are acknowledged to be the best in the city. I contract for the entire output.

**RUDOLPH THIELE, - - Silver Hill, Md.**

I am at the Brewery daily from 9 until 12 o'clock.

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After being closed up for four months, and after making a most desperate fight for my rights I have won and will be glad to see all my old friends at the old stand. Nothing but the best for everybody.

**Ernest Loeffler, - Proprietor.**

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and also Breeder of High-Class Poultry and Thoroughbred Hogs.

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Dealer in . Brewers' Grains.

I contract for the entire output of Brewers' Grains at the National Capitol Brewery, and can supply dairymen and others on short notice. These grains are pure barley and contain neither hops nor any other deleterious substance. They make an excellent and cheap article of feed for cattle, horses or hogs. I am at the Brewery daily from 9 to 12 o'clock a. m.

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